FY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) FUNDS
NEW PROJECT APPLICATION

Clear Form and Create New Project | Retrieve Existing Project | Update/Save Project

PROJECT RECORD NUMBER 3249001 Clear All Fields

WRITE DOWN THE PROJECT NUMBER. YOU WILL NEED IT IF YOU WISH TO RETRIEVE / EDIT / PRINT THE PROJECT APPLICATION AT A LATER TIME.

Select one:

- ☐ In progress
- ☐ Preliminary complete (ready for comments)- Due February 24, 2012
- ☒ Final complete - Due March 23, 2012
  Signatures, Supplemental Information, and Application Fee - Due March 23, 2012

A. SPONSOR INFORMATION

Sponsoring Agency: CITY OF ST CHARLES

Chief Elected Official: MAYOR SALLY A FAITH

Address: 200 NORTH SECOND STREET

City: ST CHARLES **State:** MO **Zip:** 63301

Project Contact: KEVIN CORWIN, PE

Address: 200 NORTH SECOND STREET

City: ST CHARLES **State:** MO **Zip** 63301

Phone: 636-949-3513 **Fax:** 636-940-4601

E-mail: KEVIN.CORWIN@STCHARLESCITYMO.GOV

Application Contact: BRAD TEMME, PE

E-Mail: BRAD.TEMME@STCHARLESCITYMO.GOV **Phone:** 636-940-4617

B. PROJECT INFORMATION

Project Title: KINGSHIGHWAY SIGNALIZATION IMPROVEMENT PROJECT

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map.):

Kingshighway beginning with the entire intersection of Jefferson Street and ending with the entire intersection of Monroe Street.

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

No.

Has your agency previously competed for funds for this specific project? If so, when?

No.

Does your agency own and maintain this facility? Yes **If no, a letter of support is required from the facility owner.**

Project Length (Miles): 0.20

Federal Functional Roadway Classification (per East-West Gateway): Minor Arterial <04>

(URL for functional classification maps: http://www.ewgateway.org/trans/funcclass/funcclass.htm)

Right of Way

Will additional right of way or easement be acquired?: Unknown

If yes, give details below:

- **Estimated additional right of way (in acres) needed:** 0.0
- **Estimated permanent easements (in acres) needed:** 0.1
- **Estimated temporary easements (in acres) needed:** 0.1
- **Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.**

No. A small section of sidewalk easement may be needed to make the intersections ADA compliant.

Right of way acquisition by: Local Agency

Right of way condemnation by: Local Agency

Utility Coordination

Will coordination with utilities be required? Yes **If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies.**

Electric	✓	Ameren Missouri
Phone	✓	AT&T Distribution
Gas	✓	Laclede Gas
Water	✓	City of St. Charles
Cable TV	✓	Charter Communications
Storm Sewer	✓	City of St. Charles
Sanitary Sewer	✓	City of St. Charles
Other	✓	MoDOT

Please give detail concerning potential utility conflicts / problems / issues:

The utilities listed above were shown as existing within the project corridor. The proposed project will not impact any utilities and will be designed to avoid any utility conflicts.

Utility coordination completed by: Local Agency

Intelligent Transportation Systems (ITS) Architecture:
Projects must comply with the regional ITS standards as set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

C. PROJECT JUSTIFICATION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem.

Be as specific as possible. Attach additional sheets as needed.

The project will improve traffic flow along Kingshighway just north of Lindenwood University. The project will upgrade signal equipment, interconnect the intersections of Watson and Kingshighway with Elm and Kingshighway, reduce entrance widths to promote safety, and provide ADA accessible pedestrian facilities.

This section of roadway has an ADT of 6,830 vehicles and is the location with the highest concentration of accidents on non-state routes within the City of St. Charles due to frequent stops and congestion. The existing signals operate pretimed because of traffic controller limitations and lack of interconnection. The signal and pedestrian improvements will reduce delay per vehicle by 7.05 seconds.

This project is located immediately north of the proposed Lindenwood Town Center Development at First Capital Drive and Kingshighway that will include a new Schnucks, a pharmacy, a hotel, and retail businesses providing a destination for additional pedestrian activity along an ADA accessible path. Additionally Jimmy John's sub shop is redeveloping a parcel at the southern end of this project that will draw traffic from the local community and Lindenwood University. These improvements will help serve the community and University by providing better access to these trip generators.

Type of Project

Check the box(es) below that best describe the proposed improvement. More information can be found in Appendix A.

Transit

- ☐ System Startup
- ☐ Transfer Center
- ☐ Vehicle Replacement
- ☐ New Vehicle
- ☐ Park-and-Ride Facilities
- ☐ Other (specify): _____

Traffic Flow Improvements

- ☑ Traffic Signal Interconnect
- ☑ Traffic Signal Replacement
- ☐ New Traffic Signals
- ☑ Signal Controller Upgrades
- ☑ Intersection Improvements
- ☐ Roadway Bottleneck Elimination
- ☑ Other (specify): Reduced Driveway Widths

Ride Share

- ☐ Rideshare Program
- ☐ Vanpool/Carpool Program
- ☐ Park-and-Ride Facilities
- ☐ Reverse Commute Program
- ☐ Other (specify): _____

Pedestrian and Bicycle Program

- ☐ Bicycle Parking Improvements
- ☐ Bicycle Lanes
- ☑ Pedestrian Ways
- ☐ Other (specify): _____

Demand Management

- ☐ Transportation Management Assoc.
- ☐ Transit Pass Subsidy
- ☐ Transit Information/Marketing
- ☐ Educational Program
- ☐ Other (specify): _____

Inspection Maintenance Program

- ☐ Roadside Emission Testing
- ☐ Enhanced I-M Program
- ☐ Mechanic Training Program
- ☐ Other (specify): _____

D. EMISSIONS DATA

Attach all applicable data identified in the Data Requirements Matrix (at the end of this application) for the type of project being proposed. Provide all information as completely as possible. Please contact East-West Gateway staff if any of the information requested is unclear or unavailable, or if there are questions concerning applicability. Additional project data may be submitted and is encouraged.

Note: **East-West Gateway staff will calculate the emission reduction(s).**

D. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B of the workbooks).

Federal funds must not exceed 80% of the total cost. Fiscal years are federal fiscal years (October 1 through September 30). In Illinois, federal funds are available for FY 2013. In Missouri, federal funds are available for FY 2013 and FY 2014.

PROJECT BUDGET	FY 2013	FY 2014	FY	TOTAL
PE/Planning/ Environ. Studies	32974.00	0.00		32974.00
Right-Of-Way	40000.00	0.00		40000.00
Implementation	0.00	329743.00		329743.00
Construction Engineering	0.00	16487.00		16487.00
Implementation Total	0.00	346230.00	0.00	346230.00
PHASE TOTAL	72974.00	346230.00	0.00	419204.00

SOURCE OF FUNDS	FY 2013	FY 2014	FY	TOTAL
CMAQ Funds	58379.00	276984.00		335363.00
Other Fed. Funds *Source:*	0.00	0.00		0.00
Other State Funds *Source:*	0.00	0.00		0.00
Local Match Funds *Source:* City Funds	14595.00	69246.00		83841.00
Other Funds *Source:*	0.00	0.00		0.00
TOTAL	72974.00	346230.00	0.00	419204.00

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	07/2012	08/2012	1.0
Execute Agreement (Project sponsor & DOT)	08/2012	10/2012	2.0
Engineering Services Contract Submitted & Approved [1]	10/2012	01/2013	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	01/2013	03/2013	2.0
Public Meeting/Hearing	03/2013	03/2013	1.0
Develop and Submit Preliminary Plans	01/2013	03/2013	2.0
Preliminary Plans Approved	03/2013	04/2013	1.0
Develop and Submit Right-of-Way Plans	04/2013	05/2013	1.0
Review and Approval of Right-of-Way Plans	05/2013	06/2013	1.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) [2]	05/2013	06/2013	1.0
Right-of-Way Acquisition	06/2013	08/2013	2.0
Utility Coordination	03/2013	08/2013	5.0
Develop and Submit PS&E	08/2013	10/2013	2.0
District Approval of PS&E/Advertise for Bids [3]	10/2013	11/2013	1.0
Submit and Receive Bids for Review and Approval	11/2013	01/2014	3.0
Project Implementation/Construction	01/2014	07/2014	6.0

1. Preliminary engineering obligated.
2. Right of way obligated.
3. Construction/implementation funds obligated.

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of SAFETEA-LU. Only one certification per sponsoring agency is necessary.

Project Title	**Non-federal Amount**
KINGSHIGHWAY SIGNALIZATION IMPROVEMENT PROJECT	83841.00

Sponsoring Agency: CITY OF ST CHARLES

Chief Elected Official (or Chief Executive Officer):

Name (Print): Mayor Sally A Faith

Signature: Sally A. Faith

Date: 3/20/12

Attest:

City Clerk

Chief Financial Officer:

Name (Print): Kelly Vaughn

Signature: Kelly Vaughn

Date: 3-20-12

E. Person of Responsible Charge Certification

The key regulatory provision, 23 CFR 635.105 – *Supervising Agency,* provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in "responsible charge" of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

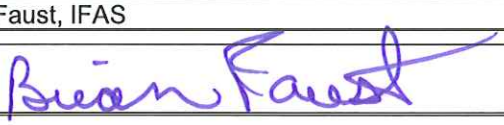
Person of responsible charge – design phase

Name: Brad Temme, PE

Signature: 

Person of responsible charge – right of way acquisition phase

Name: Brian Faust, IFAS

Signature: 

Person of responsible charge – construction phase

Name: Stephen Noonan, PE

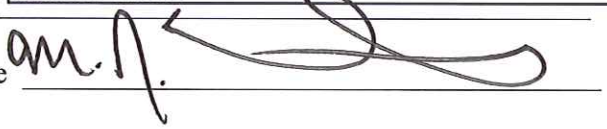
Signature: 

F. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that he/she has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name of Title VI Coordinator Michael Valenti

Title VI Coordinator Signature 

G. Right-of-Way Acquisition

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970." Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that ANY right of way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right of way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

City of St. Charles, Missouri

Sally A Faith 3/29/12

Sally A. Faith, Mayor

Certification Signature

Attest:

City Clerk

H. Reasonable Progress

To be completed by Missouri project sponsors only.

Attached is a copy of the resonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

City of St. Charles, Missouri

Sally A. Faith 3/20/12

Sally A. Faith, Mayor

Certification Signature: ___ ____

Attest:

City Clerk

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, "reasonable progress" will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a "one-time extension" in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy is in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis(subject to available funding) and are subject to the Board adopted rules for TIP modifications.

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

Data Requirements Matrix

	Contact Gateway Staff for Details	Annual Miles per Vehicle	Auto Access Trip Length	Auto Trips Diverted per Day	Auto Trips Eliminated per Day	Average Age of Fleet	Average Number of Miles Driven	Capacity (after)	Capacity (present)	Deadhead Factor	Eligible Riders	g/bhp-hr (after)	g/bhp-hr (present)	Hours of operation (daily)	Number of Vehicles	Occupancy Rate (after)	Occupancy Rate (present)	Route Length
Transit Improvements																		
System Start Up				X	X			X	X	X		X	X	X	X	X	X	X
Transfer Center			X	X	X			X	X							X	X	
Vehicle Replacement		X				X		X	X	X		X	X	X	X	X	X	X
New Vehicle								X	X	X		X	X	X	X	X	X	X
Park-Ride Facilities			X	X	X			X	X							X	X	
Feeder System			X	X	X	X		X	X	X				X	X	X	X	X
Other	X																	
Shared Ride Services																		
Rideshare Programs				X	X		X				X					X	X	
Vanpool/carpool Programs				X	X		X				X					X	X	
Reverse Commute Program				X	X		X				X					X	X	
Park-Ride Facilities			X	X	X			X	X							X	X	
Other	X																	
Demand Management Strategies																		
Transportation Mgt Assoc	X																	
Transit Pass Subsidy	X																	
Transit Information/Marketing	X																	
Educational Programs	X																	
Other	X																	

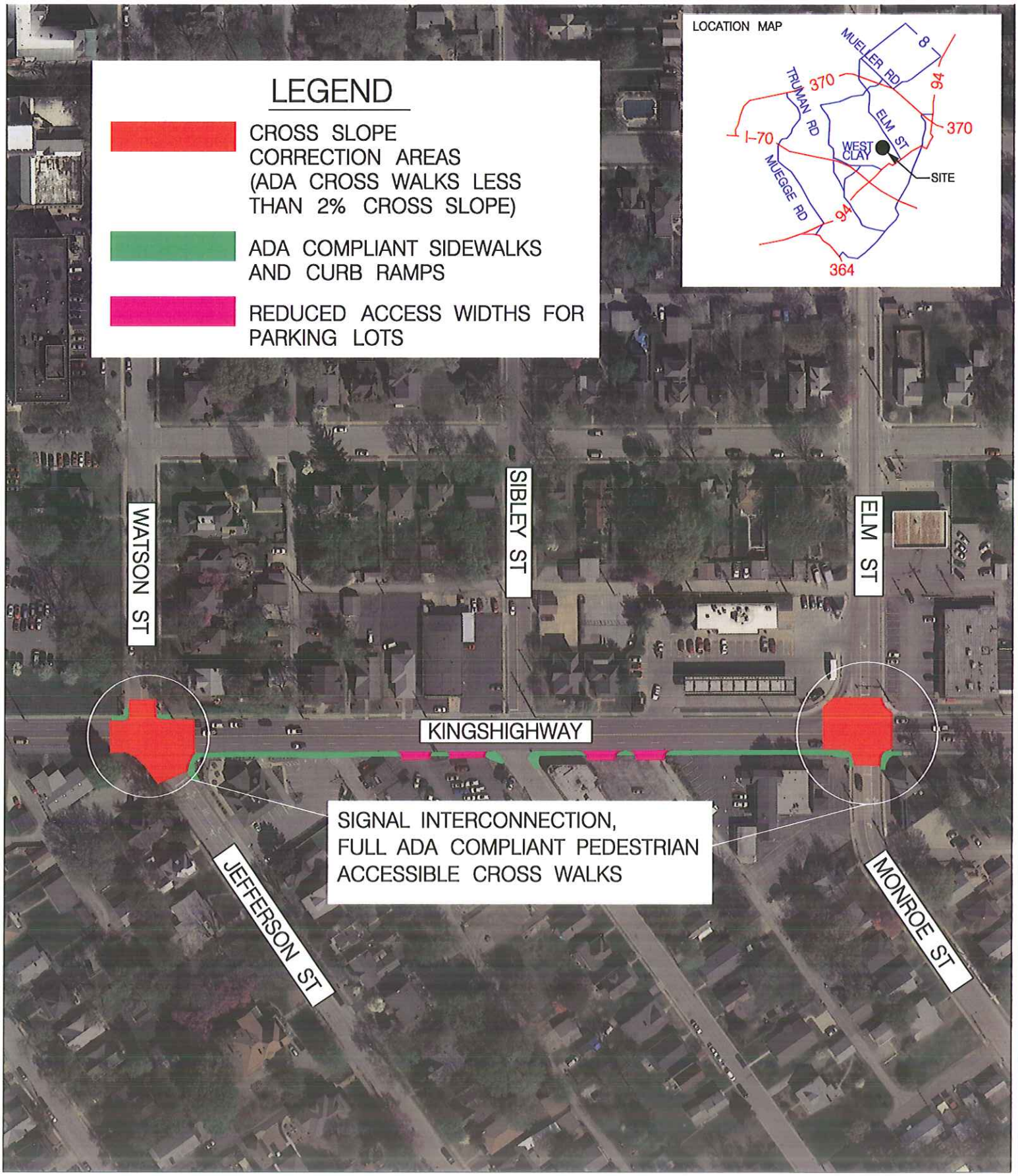
Data Requirements Matrix

(continued)

	Contact Gateway Staff for Details	Auto Trips Diverted per Day	Auto Trips Eliminated per Day	Average Delay per vehicle (after)	Average Delay per vehicle (present)	Avg Daily Traffic (after)	Avg Daily Traffic (present)	Capacity (after)	Capacity (present)	Households Affected	Posted Speed Limit	Project Length	Speed (after)	Speed (present)	Trips per Household	Usage (after)	Usage (present)
Traffic Flow Improvements																	
Traffic Signal Interconnect				X	X	X	X				X	X	X	X			
Traffic Signal Replacement				X	X	X	X				X	X	X	X			
New Traffic Signals				X	X	X	X				X	X	X	X			
Signal Controller Upgrades				X	X	X	X				X	X	X	X			
Intersection Improvements				X	X	X	X				X	X	X	X			
Roadway Bottleneck Elimination				X	X	X	X				X	X	X	X			
ITS	X																
Other	X																
Pedestrian & Bicycle Improvement																	
Bicycle Parking Improvements		X	X									X				X	X
Bicycle Lanes		X	X									X				X	X
Pedestrian Ways		X	X							X		X				X	X
Education Program		X	X							X					X		
Other	X																
Inspection Maintenance																	
Roadside Emission Testing	X																
Enhanced I-M Program	X																
Mechanic Training Program	X																
Other	X																

CITY OF ST. CHARLES
KINGSHIGHWAY IMPROVEMENTS PROJECT

NOT TO SCALE



CITY OF ST. CHARLES, MO
KINGSHIGHWAY CMAQ PROJECT
ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COST

DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL PRICE
REMOVAL OF IMPROVEMENTS	L.S.	1	$10,000.00	$10,000.00
SIDEWALK (4" THICK)	S.Y.	292	$37.50	$10,950.00
PAVED APPROACHES	S.Y.	312	$60.00	$18,720.00
LINEAR GRADING, CLASS 1	STA	11	$800.00	$8,800.00
CURB RAMPS	S.Y.	231	$125.00	$28,875.00
24" SOLID WHITE PAINT	L.F.	85	$6.00	$510.00
6" SOLID WHITE PAINT	L.F.	889	$4.00	$3,556.00
TRAFFIC CONTROL	L.S.	1	$15,000.00	$15,000.00
4" TYPE 1 AGGREGATE FOR BASE	S.Y.	523	$8.00	$4,184.00
CROSSWALK CORRECTION SLOPES LESS THAN 2% (ADA COMPLIANT)	L.S.	1	$15,000.00	$15,000.00
CURB	L.F.	818	$25.00	$20,450.00
SIGNING	L.S.	1	$3,000.00	$3,000.00
CONSTRUCTION SURVEYING & STAKING	L.S.	1	$5,000.00	$5,000.00
SODDING	S.Y.	121	$12.50	$1,512.50
8' POST SIGNAL	EA	5	$1,000.00	$5,000.00
ADA PUSHBUTTONS	EA	16	$250.00	$4,000.00
COUNTDOWN TYPE PEDESTRIAN HEADS	EA	8	$350.00	$2,800.00
PULL BOXES	EA	5	$1,200.00	$6,000.00
CONDUIT, 3" PUSHED	L.F.	50	$20.00	$1,000.00
CONDUIT, 3" TRENCHED	L.F.	132	$15.00	$1,980.00
SIGNAL WIRE	L.F.	930	$1.50	$1,395.00
NEW SIGNAL CONTROLLERS	EA	2	$5,000.00	$10,000.00
VIDEO DETECTION SYSTEM	EA	2	$30,000.00	$60,000.00
SIGNAL INTERCONNECTION	L.S.	1	$3,000.00	$3,000.00
REPLACING INLET TOPS	EA	11	$1,500.00	$16,500.00
EROSION CONTROL	L.S.	1	$2,000.00	$2,000.00
MOBILIZATION (6% OF CONSTRUCTION COST)	L.S.	1	$15,553.95	$15,553.95
		SUBTOTAL COST =		$274,786.45
		20% CONTINGENCY		$54,957.29
		TOTAL COST		**$329,743.74**

Impacts of Interconnecting Existing Traffic Signals on Kingshighway

(Signals at Monroe Street and Jefferson Street)

	After	Present
Average Delay Per Vehicle (sec / veh)	8.47	15.52
Average Daily Traffic (veh)	6830	6830
Posted Speed Limit (mph)	25	25
Project Length (mi)	0.15	0.15
Average Speed (mph)	16	12
Stops Per Vehicle	0.4	0.63
CO Emissions (kg)	1.91	2.47
NOx Emissions (kg)	0.37	0.48
VOC Emissions (kg)	0.44	0.57
Results generated by the macroscopic software application called Synchro 7 EWGCOG will calculate emission reductions		


QT


QT
3.38
3.53
3.68


ikTrip

18. PROGRAM LOG

Prepared By.....: RICK LEWIS Date: 2/23/12

Approved By.....: RICK LEWIS Date: 2/23/12

Intersection Name.....: KINGS HIGHWAY & ELM ST./MONROE

UTILITIES - ACCESS

Access Code.....: 0000 Codes: Four Digits (0000 - 9999)

PHASE DATA - VEHICLE TIMINGS

Basic Times — Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	7	7	0	7	0	7	0	0								
Passage Time	22	22	0	22	0	22	0	0								
Maximum No 1	25	40	0	25	0	60	0	0								
Maximum No 2	25	40	0	25	0	60	0	0								
Yellow Change	40	40	40	40	40	40	40	40								
Red Clearance	0	0	0	0	0	0	0	0								

Density Times — Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation																
Maximum Initial																
Time B4 Reduction																
Cars B4 Reduction																
Time To Reduce																
Minimum Gap																

PHASE DATA - PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times — Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	0	0	0								
Pedestrian Clearance	0	6	0	9	0	0	0	0								

Pedestrian Control — Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk																
Extended Pedestrian Clear																
Act Rest In Walk																

Pedestrian Control Entry: "1" = Yes & "0" = No

PHASE DATA - VEHICLE CONTROL

Veh Control — Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	0	0	0	0	0	0	0	0								
Dual Entry	0	0	0	0	0	0	0	0								
Last Car Passage																
Conditional Service																
No Simultaneous Gap																

Vehicle Control Entry: "1" = Yes & "0" = No

PHASE DATA - GENERAL CONTROL

General Control Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initialization:	1	3	0	1	0	3	0	0	—	—	—	—	—	—	—	—
Non-Act Response:	0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Vehicle Recall:	3	3	0	3	0	3	0	0	—	—	—	—	—	—	—	—
Pedestrian Recall:	0	3	0	3	0	0	0	0	—	—	—	—	—	—	—	—
Recall Delay:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	1	2	3	4
Initialization:	NONE	INACTIVE	RED	YELLOW	GREEN
Non-Act Response:	NONE	TO NA I	TO NA II	TO BOTH	-----
Vehicle Recall:	NONE	1 CALL	MINIMUM	MAXIMUM	SOFT
Pedestrian Recall:	NONE	1 CALL	PED	NA	NA+

PHASE DATA - SEQUENCE CONTROL

Sequence Control Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Phase - Yellow:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	01 TO 16 (# - PHASE)
Phase Omit:	NONE	Phase Is Omitted By # - Phase On
Phase - Yellow:	NONE	Phase Yellow Is Omitted By # - Phase Yellow

PHASE DATA - VEH DETECTOR CONTROL

Control Detector:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assigned Phase:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Operation Mode:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Switch:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extend Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Delay Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Control Detector:	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Assigned Phase:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Operation Mode:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Switch:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extend Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Delay Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	1	2	3	4
Operation Mode:	NORM VEH	NORM PED	ONE CALL	ST BAR A	ST BAR B
Assigned Phase:	NONE	Detector Is Assigned To # - Phase			
Switch:	NONE	Detector Is Switched To # - Phase When The Assigned Phase Is Yellow / Red & # - Phase Is Green			

COORD DATA - MODE

Control		Codes:	0	1	2	3	4	5
Operation	1		FRE	AUT	MAN	---	---	---
Mode	0		PRM	YLD	PYL	POM	SOM	FAC
Maximum	1		INH	MX1	MX2	---	---	---
Correction	2		DW	MDW	SWY	SW+	---	---
Offset (?? Of Green)	0		BEGIN	END OF GREEN				
Force	0		PLAN	CYCLE TIME				
Max Dwell Time	0		Time In Seconds					
Yield Period	0		Time In Seconds					
Manual Pattern (Dial/Split/Offset)	_/_/_							

COORD DATA - TIMING PLANS

Control Timing Plan:	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	50	___	___	___	60	___	___	___
Phase 01 Time/Mode	11/3	__/__	__/__	__/__	13/3	__/__	__/__	__/__
Phase 02 Time/Mode	14/1	__/__	__/__	__/__	24/1	__/__	__/__	__/__
Phase 03 Time/Mode	0/6	__/__	__/__	__/__	0/6	__/__	__/__	__/__
Phase 04 Time/Mode	21/3	__/__	__/__	__/__	23/3	__/__	__/__	__/__
Phase 05 Time/Mode	0/6	__/__	__/__	__/__	0/6	__/__	__/__	__/__
Phase 06 Time/Mode	29/1	__/__	__/__	__/__	37/1	__/__	__/__	__/__
Phase 07 Time/Mode	0/6	__/__	__/__	__/__	0/6	__/__	__/__	__/__
Phase 08 Time/Mode	0/6	__/__	__/__	__/__	0/6	__/__	__/__	__/__
Phase 09 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 10 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 11 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 12 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 13 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 14 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 15 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 16 Time/Mode	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Offset 1	0	___	___	___	0	___	___	___
Offset 1 Alt Sequence	6	___	___	___	0	___	___	___
Offset 1 Pattern Mode	___	___	___	___	___	___	___	___
Offset 1 Ring 2 Lag	___	___	___	___	___	___	___	___
Offset 1 Ring 3 Lag	___	___	___	___	___	___	___	___
Offset 1 Ring 4 Lag	___	___	___	___	___	___	___	___
Offset 2	___	___	___	___	___	___	___	___
Offset 2 Alt Sequence	___	___	___	___	___	___	___	___
Offset 2 Pattern Mode	___	___	___	___	___	___	___	___
Offset 2 Ring 2 Lag	___	___	___	___	___	___	___	___
Offset 2 Ring 3 Lag	___	___	___	___	___	___	___	___
Offset 2 Ring 4 Lag	___	___	___	___	___	___	___	___
Offset 3	___	___	___	___	___	___	___	___
Offset 3 Alt Sequence	___	___	___	___	___	___	___	___
Offset 3 Pattern Mode	___	___	___	___	___	___	___	___
Offset 3 Ring 2 Lag	___	___	___	___	___	___	___	___
Offset 3 Ring 3 Lag	___	___	___	___	___	___	___	___
Offset 3 Ring 4 Lag	___	___	___	___	___	___	___	___

COORD DATA - TIMING PLANS

Control Timing Plan:	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length:	80							
Phase 01 Time/Mode:	19/3	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 02 Time/Mode:	32/1	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 03 Time/Mode:	0/6	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 04 Time/Mode:	29/3	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 05 Time/Mode:	0/6	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 06 Time/Mode:	56/1	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 07 Time/Mode:	0/6	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 08 Time/Mode:	0/6	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 09 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 10 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 11 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 12 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 13 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 14 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 15 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 16 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Offset 1 Time:	0							
Offset 1 Alt Sequence:	0							
Offset 1 Pattern Mode:								
Offset 1 Ring 2 Lag:								
Offset 1 Ring 3 Lag:								
Offset 1 Ring 4 Lag:								
Offset 2:								
Offset 2 Alt Sequence:								
Offset 2 Pattern Mode:								
Offset 2 Ring 2 Lag:								
Offset 2 Ring 3 Lag:								
Offset 2 Ring 4 Lag:								
Offset 3:								
Offset 3 Alt Sequence:								
Offset 3 Pattern Mode:								
Offset 3 Ring 2 Lag:								
Offset 3 Ring 3 Lag:								
Offset 3 Ring 4 Lag:								

Codes:

Phase Mode: 0-Actuated 1-Coord Phase 2-Min Rec 3-Max Rec 4-Ped Rec 5-Max+Ped Recall 6-Phase Omitted 7-Dual Coord Phase

Pattern Mode: 00-15 (Unit Data Has Definition)

Alternate Sequence: 0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act

R# LAG: Time In Seconds Of The Ring Offset To Lcl Cycle 0 When Not Barrier Locked To Ring 1

18. PROGRAM LOG

EPAC 300

Prepared By.....: RICK LEWIS Date: 2/23/12

Approved By.....: RICK LEWIS Date: 2/23/12

Intersection Name.....: KINGS HIGHWAY + JEFFERSON / WATSON

3608 M10

UTILITIES - ACCESS

Access Code.....: 0000 Codes: Four Digits (0000 - 9999)

PHASE DATA - VEHICLE TIMINGS

Basic Times / Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	7	7	7	7	7	7	7	7	—	—	—	—	—	—	—	—
Passage Time	22	22	22	20	22	22	22	20	—	—	—	—	—	—	—	—
Maximum No 1	25	40	0	25	20	40	0	21	—	—	—	—	—	—	—	—
Maximum No 2	25	40	0	25	20	40	0	21	—	—	—	—	—	—	—	—
Yellow Change	40	40	40	40	40	40	40	40	—	—	—	—	—	—	—	—
Red Clearance	0	10	0	0	0	10	0	0	—	—	—	—	—	—	—	—

Density Times / Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seconds/Actuation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Maximum Initial	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time B4 Reduction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cars B4 Reduction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Time To Reduce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Minimum Gap	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PHASE DATA - PEDESTRIAN TIMINGS & CONTROL

Pedestrian Times / Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	—	—	—	—	—	—	—	—
Pedestrian Clearance	0	6	0	9	0	6	0	9	—	—	—	—	—	—	—	—

Pedestrian Control / Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Walk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extended Pedestrian Clear	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Act Rest In Walk	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Pedestrian Control Entry: "1" = Yes & "0" = No

PHASE DATA - VEHICLE CONTROL

Veh Control / Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Lock Memory	0	0	0	1	0	0	0	1	—	—	—	—	—	—	—	—
Dual Entry	0	1	0	1	0	1	0	1	—	—	—	—	—	—	—	—
Last Car Passage	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Conditional Service	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
No Simultaneous Gap	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vehicle Control Entry: "1" = Yes & "0" = No

PHASE DATA - GENERAL CONTROL

General Control Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initialization:	1	3	0	1	1	3	0	1	—	—	—	—	—	—	—	—
Non-Act Response:	0	0	0	0	0	0	0	0	—	—	—	—	—	—	—	—
Vehicle Recall:	3	3	0	0	3	3	0	0	—	—	—	—	—	—	—	—
Pedestrian Recall:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Recall Delay:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	1	2	3	4
Initialization:	NONE	INACTIVE	RED	YELLOW	GREEN
Non-Act Response:	NONE	TO NA I	TO NA II	TO BOTH	-----
Vehicle Recall:	NONE	1 CALL	MINIMUM	MAXIMUM	SOFT
Pedestrian Recall:	NONE	1 CALL	PED	NA	NA+

PHASE DATA - SEQUENCE CONTROL

Sequence Control Phase:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase Omit:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Phase - Yellow:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	01 TO 16 (# - PHASE)
Phase Omit:	NONE	Phase Is Omitted By # - Phase On
Phase - Yellow:	NONE	Phase Yellow Is Omitted By # - Phase Yellow

PHASE DATA - VEH DETECTOR CONTROL

Control Detector:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assigned Phase:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Operation Mode:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Switch:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extend Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Delay Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Control Detector:	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Assigned Phase:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Operation Mode:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Switch:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Extend Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Delay Time:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Codes:	0	1	2	3	4
Operation Mode:	NORM VEH	NORM PED	ONE CALL	ST BAR A	ST BAR B
Assigned Phase:	NONE	Detector Is Assigned To # - Phase			
Switch:	NONE	Detector Is Switched To # - Phase When The Assigned Phase Is Yellow / Red & # - Phase Is Green			

COORD DATA - MODE

Control	
Operation	1
Mode	0
Maximum	1
Correction	2
Offset (?? Of Green)	0
Force	0
Max Dwell Time	0
Yield Period	0
Manual Pattern (Dial/Split/Offset)	1/1

Codes:

0	1	2	3	4	5
FRE	AUT	MAN	---	---	---
PRM	YLD	PYL	POM	SOM	FAC
INH	MX1	MX2	---	---	---
DW	MDW	SWY	SW+	---	---
BEGIN	END OF GREEN				
PLAN	CYCLE TIME				
Time In Seconds					
Time In Seconds					

COORD DATA - TIMING PLANS

Control Timing Plan:	D1/S1	D1/S2	D1/S3	D1/S4	D2/S1	D2/S2	D2/S3	D2/S4
Cycle Length	80	70			80			
Phase 01 Time/Mode	17/3	14/3	/_	/_	17/3	/_	/_	/_
Phase 02 Time/Mode	40/1	35/1	/_	/_	40/1	/_	/_	/_
Phase 03 Time/Mode	0/6	0/0	/_	/_	0/0	/_	/_	/_
Phase 04 Time/Mode	23/0	21/6	/_	/_	23/0	/_	/_	/_
Phase 05 Time/Mode	17/3	14/3	/_	/_	17/3	/_	/_	/_
Phase 06 Time/Mode	40/1	35/1	/_	/_	40/1	/_	/_	/_
Phase 07 Time/Mode	0/0	0/0	/_	/_	0/0	/_	/_	/_
Phase 08 Time/Mode	23/0	21/0	/_	/_	23/0	/_	/_	/_
Phase 09 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 10 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 11 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 12 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 13 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 14 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 15 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Phase 16 Time/Mode	/_	/_	/_	/_	/_	/_	/_	/_
Offset 1	0				0			
Offset 1 Alt Sequence	4				1			
Offset 1 Pattern Mode								
Offset 1 Ring 2 Lag								
Offset 1 Ring 3 Lag								
Offset 1 Ring 4 Lag								
Offset 2								
Offset 2 Alt Sequence								
Offset 2 Pattern Mode								
Offset 2 Ring 2 Lag								
Offset 2 Ring 3 Lag								
Offset 2 Ring 4 Lag								
Offset 3								
Offset 3 Alt Sequence								
Offset 3 Pattern Mode								
Offset 3 Ring 2 Lag								
Offset 3 Ring 3 Lag								
Offset 3 Ring 4 Lag								

COORD DATA - TIMING PLANS

Control Timing Plan:	D3/S1	D3/S2	D3/S3	D3/S4	D4/S1	D4/S2	D4/S3	D4/S4
Cycle Length:	90							
Phase 01 Time/Mode:	17/3	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 02 Time/Mode:	40/1	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 03 Time/Mode:	0/0	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 04 Time/Mode:	23/0	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 05 Time/Mode:	17/3	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 06 Time/Mode:	40/1	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 07 Time/Mode:	0/0	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 08 Time/Mode:	23/0	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 09 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 10 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 11 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 12 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 13 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 14 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 15 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Phase 16 Time/Mode:	__/__	__/__	__/__	__/__	__/__	__/__	__/__	__/__
Offset 1 Time:	0	___	___	___	___	___	___	___
Offset 1 Alt Sequence:	4	___	___	___	___	___	___	___
Offset 1 Pattern Mode:	___	___	___	___	___	___	___	___
Offset 1 Ring 2 Lag:	___	___	___	___	___	___	___	___
Offset 1 Ring 3 Lag:	___	___	___	___	___	___	___	___
Offset 1 Ring 4 Lag:	___	___	___	___	___	___	___	___
Offset 2:	___	___	___	___	___	___	___	___
Offset 2 Alt Sequence:	___	___	___	___	___	___	___	___
Offset 2 Pattern Mode:	___	___	___	___	___	___	___	___
Offset 2 Ring 2 Lag:	___	___	___	___	___	___	___	___
Offset 2 Ring 3 Lag:	___	___	___	___	___	___	___	___
Offset 2 Ring 4 Lag:	___	___	___	___	___	___	___	___
Offset 3:	___	___	___	___	___	___	___	___
Offset 3 Alt Sequence:	___	___	___	___	___	___	___	___
Offset 3 Pattern Mode:	___	___	___	___	___	___	___	___
Offset 3 Ring 2 Lag:	___	___	___	___	___	___	___	___
Offset 3 Ring 3 Lag:	___	___	___	___	___	___	___	___
Offset 3 Ring 4 Lag:	___	___	___	___	___	___	___	___

Codes:

Phase Mode:	0-Actuated	1-Coord Phase	2-Min Rec	3-Max Rec
	4-Ped Rec	5-Max+Ped Recall	6-Phase Omitted	7-Dual Coord Phase
Pattern Mode:	00-15 (Unit Data Has Definition)			
Alternate Sequence:	0-Normal / 1-Perm / 2-Yield / 3-Perm Yield / 4-Perm Omit / 5-Seq Omit / 6-Full Act			
R# LAG:	Time In Seconds Of The Ring Offset To Lcl Cycle 0 When Not Barrier Locked To Ring 1			

TIME BASE DATA - MISCELLANEOUS

DST: BEGIN:	MONTH	3	WEEK	2
DST: END:	MONTH	11	WEEK	1

COORD CYCLE ZERO 0:0

DST: Daylight Savings Time
Month = 01 to 12 (Begin < End)
Week = 1 to 5 (5 = Last Week)

CYCLE ZERO: Time (HH:MM) Sets Reference For Coord Sync
00:00 = Event Time / Other = That HH:MM

EQUATED DAY: (DEFINED DAY = DAY)

___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___
___ = ___ ___ ___ ___ ___ ___ ___

DAY EQUATES: Care Must Be Used To Insure Days Are Not Equated To Undefined Days Or Days That Are Equated To Other Days. Result Will Be A Day Without Events To Run.

TIME BASE DATA - TRAFFIC EVENTS

DAY PDAY	TIME HH : MM	PATTERN	TRAFFIC EVENT FUNCTIONS MAX II PHASE(S)	OMIT PHASE(S)
1	0 : 1	5 / 5 / _		
1	6 : 0	1 / 1 / 1		
1	22 : 0	5 / 5 / _		
2	6 : 0	1 / 1 / 1		
2	7 : 0	2 / 1 / 1		
2	8 : 30	1 / 1 / 1		
2	15 : 30	3 / 1 / 1		
2	17 : 30	1 / 1 / 1		
2	22 : 00	5 / 5 / _		
_	_ : _	_ / _ / _		

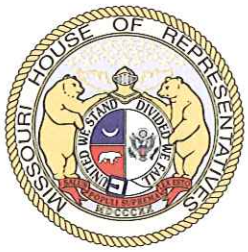
3 THRU 6

SAME AS DAY 2

REFERENCE DATA:
PDAY - 01-99 Program Day
HH:MM - 24 Hour Clock
PATTERN: (D / S / O)
Flash - 5 / 5 / 0
Free - 0 / 0 / 4
MAX 2 & OMITS: Call Free, Set Pattern To 0 / 0 / 0

CAPITOL ADDRESS
State Capitol
201 West Capital Avenue, Room 300
Jefferson City, MO 65101-6806
Tele: 573-751-3717
E-mail: Anne.Zerr@house.mo.gov

HOME ADDRESS
1160 Lancaster Dr.
St. Charles, MO 63301
Tele: 636-373-0952



MISSOURI HOUSE OF REPRESENTATIVES

Anne Zerr
State Representative
District 18

COMMITTEES
Economic Development – **Chair**

Member:
Appropriations – Health, Mental Health and Social Services
Administration & Accounts
Tourism & Natural Resources
Joint Committee on
Gaming and Wagering

March 7, 2012

Kevin Corwin
City Engineer
City of St. Charles
200 N. Second Street
St. Charles, MO 63301

Dear Kevin:

Please accept this letter of support for the City of St. Charles' Kingshighway Traffic Improvements Project. This is clearly a project that will provide numerous benefits for our community and region.

This project not only addresses much needed infrastructure improvements for the city, it will create an environment that will foster community development and job creation.

The Kingshighway Traffic Improvements will reduce congestion and improve access within the community along a vital corridor, reduce pollution, and create safer and more diverse transportation options for everyone traveling through St. Charles.

I look forward to continuing to work with you and other key partners to insure an improved transportation system is in place to provide long-term benefits for our region.

Sincerely,

Anne Zerr

DISTRICT OFFICE
P.O. Box 62
St. Peters, MO 63376
Telephone (636) 294-2526

MISSOURI SENATE
Majority Floor Leader
Tom Dempsey
DISTRICT 23

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State Capitol, Room 332
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March 19, 2012

Kevin Corwin
City Engineer
City of St. Charles
200 N. Second Street
St. Charles, MO 63301

Dear Kevin:

Please accept this letter of support for the City of St. Charles' Kingshighway Traffic Improvements Project. This is clearly a project that will provide numerous benefits for our community and region.

This project not only addresses much needed infrastructure improvements for the city, it will create an environment that will foster community development and job creation.

The Kingshighway Traffic Improvements will reduce congestion and improve access within the community along a vital corridor, reduce pollution, and create safer and more diverse transportation options for everyone traveling through St. Charles.

I look forward to continuing to work with you and other key partners to insure an improved transportation system is in place to provide long-term benefits for our region.

Sincerely,

Tom Dempsey

TD/kd

Committees:
Rules, Joint Rules, Resolutions and Ethics, Chair
Gubernatorial Appointments, Vice-Chair
Administration, Vice-Chair